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REFS: (A) 796 E	OATED 28 JULY 1967		25X1
(B) 67Ø5	DATED 27 FEBRUARY 1968		
SUBJ: SPECIAL IN	NSTALLATION		25X1
1. WE HAVE COMPLETE	ED OUR INVESTIGATION OF	THE AIRCRAFT IN	
REF (A) AND HAVE DETERM	MINED THAT THE INSTALLAT	TION OF THE SUBJECT	
SYSTEMS IN THIS	AIRCRAFT IN THE FIELD IS	FEASIBLE.	25X1
2. THE PHASE I PORT	TION IS ESTIMATED TO HAV	VE COST APPROXIMATEL	_Y
	•		25X1
3. THE COST FOR PH	ASE II IS SUBSTANTIALLY	HIGHER THAN THE RO	∀ 1
	FOLLOWING AREAS OF INCRE		
	SYSTEM HAS BEEN ADDED CR		AL
•	ELL AS ADDITIONAL INTERI		
	K OF PROPER SHOP FACILITY		
		TEAM A TWO-SECTIO	N 25X1
WE ARE INTENDING TO TR	•	_	
TRAILER WHICH WILL REQ	UIRE OUTFITTING AS A FI		
		CARCAS S SANCAS AND A NOTE A MANUAL TENSOR SANCE A EARLY DECIMANDES COST	<u>_</u>
The section of	A CONTRACTOR OF THE CONTRACTOR	Control of	
REPRODUCE OF OU	SEE THIS THE ESCAPE OFFICE S	SPROMERED OFF HO.	

IN 56678	78 7 5	SECRET	PAGE 2	25 X 1
		CRAFT HARNESSES WI	L BE FURNISHED	AS
A FIELD TEST UN	- -			•
D. A MINIM	AL SPARES LISTI	NG TO SUPPORT THE	INSTALLATION AT	ITS
LOCATION HAS BEI	EN BUDGETARILY	ESTIMATED.		
4. THE PHASE	E II PORTION OF	THIS INSTALLATION	IS BROKEN DOWN	INTO
THE FOLLOWING AF	REAS OF COST.			
A. ENGINEER	RING, FABRICATI	ON AND ASSEMBLY. OF	A KIT OF PARTS	
CAPABLE OF BEING	INCORPORATED	BY INDIGNEOUS PERSO	ONNEL UNDER THE	
SUPERVISION OF A	TEAM OF ADP P	ERSONNEL. THIS WOL	ILD INCLUDE THE	OUT-
FITTING OF A TWO	-SECTION TRAIL	ER AS A FIELD WORK	STATION AND THE	
		EXTENT POSSIBLE AT		
SHIPMENT.		•		
				25X1
5. PHASE III	- DEPLOYMENT O	F A CREW OF SEVEN	(7) PERSONNEL,	
INCLUDING TWO (2)	ENGINEERS, TO	THE OVERSEAS LOCAT	TION TO DIRECT 1	THE
ACCOMPLISHMENT OF	THE WORK BY I	NDIGENOUS PERSONNEL	LEVEL OF EFF	
IS ESTIMATED AT	PER WEEK	FOR SIX (6) WEEKS.		
		SECRET	. no see use - gg, to	-

IN 56078	7875	SECRET	PAGE 3
LOWER THAN THAT OF) DUE TO THE DECRE	ASE OF THE CREW
	RY ESTIMATE		25X1
6. DUE TO THE	TYPE OF EFFORT	INVOLVED, WE ASSU	ME THE ABOVE WILL
BE CHARGED TO CON	TRACT SP 1923, (CUSTOMER NO. 1 SPE	CIAL.
7. THE FOLLOW	ING EQUIPMENT 15	TO BE INSTALLED	AND WILL BE GFAE
WHERE INDICATED:		;	2 \$ X1

IN ADDITION TO THE ABOVE, VARIOUS TRI-PLEXERS, HYBRID JUNCTIONS, ANTENNAS AND OTHER SPECIAL COMPONENTS WILL ALSO BE INSTALLED AS GFAE.

- 8. THE FOLLOWING CONDITIONS APPLY:
- A. TRANSPORTATION OF PERSONNEL, TOOLS, TRAILERS, EQUIPMENT, AND AIRCRAFT INSTALLATION PARTS TO THE OVERSEAS LOCATION TO BE GOVERNMENT

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FURNISHED.

B. OUR FIELD CREW WILL ASSUME COMPLETE TECHNICAL, MANAGEMENT AND INSPECTION RESPONSIBILITY FOR THE INSTALLATION. RESPONSIBILIES 1

FOR AIRCRAFT MAINTENANCE AND OPERATION DURING MOD AND CHECK-OUT SPAN

TO REMAIN WITH THE USING ORGANIZATION.

- C. GFAE MUST BE AVAILABLE SIX (6) WEEKS AFTER GO-AHEAD. OUTLINE DRAWINGS MUST BE AVAILABLE TWO (2) WEEKS AFTER GO-AHEAD.
- D. TEST EQUIPMENT REQUIRED IS TO BE GFAE AND AVAILABLE AT THE TEST SITE FOR CHECK-OUT.
- E. THE TEST SITE MUST HAVE THE FOLLOWING ELECTRICAL POWER AVAIL-ABLE:

28 VOLT D. C.,

115 VOLT 400 CYCLE A.C., AND

110 VOLT 60 CYCLE A.C.

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